Another Fight. The International Association of Machinists is making preparations for a general demand for the eight hour work day all over the country. International President James O'Connell is expected in this city from Washington in a few days to confer with the New York locals.

The demand will affect about 100,000 machinists and will not be made until all the locals are ready. The last general strike, about five years ago, was only a partial success and the nine hour work day is now the rule. Secretary Hourigan of Local 15 of the International Association of Machinists, which takesin NewYork and some of the New Jersey towns, said yester-

day:
"The machinists are now much better organized than when they made the last demand and trade is brisk at present all over the country. The date has not yet been fixed for the demand to go into effect, and will not be fixed until the unions are all and will not be fixed until the unions are all

ready to act as a unit."

James Wilson, business agent for Local
15, said that he expected the active assist-15, said that he expected the active assistance of the other organizations in the metal trades when the machinists make their demand. These include the Iron Moulders' Union of North America, the International Brotherhood of Blacksmiths, the National Coremakers' Union and the International unions of metal polishers, brass workers, corporamiths, brass mouldars and sheat

unions of metal polishers, brass workers, coppersmiths, brass moulders and sheet metal workers.

The machinists are working under open shop agreements in many places, but expect, they say, that the non-union men will strike.

#### PRICES FOR YACHTS GOING UP. Scarcity of Good Lumber Worrics the Bullders and Increases Cost.

Yachtsmen who have been ordering new vessels are figuring that prices have gone up at least 10 per cent, and there is every creased. Builders are not making any more money out of their work, but the increased cost is through the increase in the price of materials. One thing that builders are worried about is the difficulty they have in procuring lumber, "Not many years ago," according to the Power Boat News, "a builder could go to a lumber yard and pick out everything he needed to construct the hull of a wooden yacht. Now he must scour the country, by letter, telegraph or travel to obtain the stock required for a yacht of good size. Annoying delays are often experienced in getting even a fair selection of certain kinds of lumber, and not infrequently actual loss because the stock provided does not come up to standard. All this makes the lot of the builder not an easy one this year. An example of the difficulty in getting good stock may be cited from the experience of a leading concern recently in securing a stick for the keel of a chooner of 55 rating. The designs called for a very thick deadwood, as do nearly all designs under the universal rule of measurement, which gives an under-body form similar to that of the old English cutters in the middle part, with a thick keel. The piece wanted in this case must be of oak, about 28 feet long, 261; inches wide across the top of the lead and 16 inches thick. An order was placed in the West for a suitable stick, which was promised in September, but which did not arrive up to Christmas. Then the head of the concern went out and ranged up and down New England pastures

to get a suitable oak.
"At last he found a promising one in Middleboro, Mass. It was a giant tree, four feet through the trunk at the ground and three feet fifteen feet up. It appeared sound, was cut and shipped to the yard, but when the saw entered it, a rotten hollow was found in the heart. The stick was valueless, and stood the firm a loss of about \$100, while the search for a suitable tree had to be con-

George F. Lawley, the veteran yacht builder of Boston, recently talked to a Globe man on "Twenty years ago we were building the Mayflower. She is 86 feet water line and 100 feet over all. Her cost, for hull complete, with lead ballast and rig, but without sails, was about \$23,000. To-day she would cost

built exactly the same.

"But to-day we put more work in yachts. They are more elegant in every way. In fittings, plumbing, cabin floish, spars, which have to be hollow, in blocks and in sails in every way; we seem more money. Yachtsmen to-day wouldn't be satisfied with a boat finished as the Mayflower was, although she was a fine yacht for the day."

Mr. Lawley, when asked for a comparison of the cost of a 30 footer now and twenty years ago, sail: built exactly the same.

of the cost of a 30 footer now and twenty years ago, said:

Take Shiyessa, that we built for Alfred Douglass in 1902. She is an elegant cruising boat, and cost about \$5,809. She is 49 feet over all. The old 30 foot waterline cutters were about 9 feet shorter on top, and cost about \$3,500. One of them built to-day in the style of twenty-one years ago would cost about \$1,500, or nearly 30 per cent, more."

Speaking of the reasons for this increase in cost, and of the price of lumber in particular, in the style said:

Speaking of the reasons for this increase in cost, and of the price of lumber in particular, Mr. Lawley said:

"The forests of the world are being depleted of lumber suitable for building yachts. Pine is:30 scarce in this country that we are using teak from Rangoon in place of it. Every advice we get from London quotes teak at a higher price, and reports fewer and lewer carxoes of it from the Far East.

"Our domestic pine market is bare, and we can't get any more of the Michigan white pine that we used to use for decks. A few years ago I codid pick out in a good yard plenty of 4x5 clear white pine in lengths of 40 to 60 feet. Now we can't get decking pine from Michigan, and have to take Georgia pine, in lengths from 16 to 20 feet, and we pay for that from 595 to \$1201,000 feet, against \$50 a 1,000 twenty years ago for choice, long Michigan white pine.

"For teak, which is a splendid wood, we have to pay from \$180 to \$280 a 1,000, according to grade in heavy 'flitches.' We use it for deck finish on most of our larger boats and for decks on some.

"Hard pine, which we use for planking on some work, has advanced 50 per cent. in recent, and the grades have been gradually scaled down, as in the case of pine, until what was a poor second grade a few years ago is now passed by the inspectors as a first grade.

"Mahogany, always a high priced wood.

ago is now passed by the inspectors as a first grade.

"Mahogany, always a high priced wood, hasn't made as great strides as the others in cost, but it costs from 15 to 25 per cent. more than it used to."

It. Lavley was asked his experience with the rise in metals. He said that for some months past the dealers in lead have refused to take orders for future delivery at any fixed price. Lead took a great jump in December, going up nearly 20 per cent, at a bound. It touched six cents a pound and hung there, with no large lots offered.

The metal trade journals printed at the lead of the year a comparison of the cost of lead in the last quarter of 1904 and the same in 1805. It was as follows: October 5, 1904, \$4.20 a hundredweight; October 4, 1905, \$4.85; December 20, 1905, \$6.

With this sudden jump, builders who had made contracts for boats with heavy lead keels lost money on that rart of the work.

#### SUMMER BASEBALL ALL RIGHT

In the View of Dr. Gullek, Who Belleves Dr. Lather Halsey Gulick, president of the American Physical Education Association, spoke to the Graduates' Club of Teachers' baseball. Dr. Gulick was in favor of the sport, but declared that when the amateur mixed in professional company and then tried to play in college the harm was done.
Dr. Gulick was opposed to the summer baseall player being eligible for college sports.

He said in part: "Should a boy who in the summertime or at any time plays baseball, or who is in any other form of athletic sports for money, be eligible to represent his college in intercollegiate athletic contests? A young man shows exceptionable ability as pitcher in a preparatory school. A loyal alumnus of the college comes in contact with him and asks him if he does not want to go to college. The young man says that he does, but that he cannot afford to go. This loyal alumnus tells the boy that he will be very glad to stand behind him fin financially, because he likes him personally and also because he wants to help the cellsee basehell team.

There is nothing immorth in this kind of thing, but the history of every sport, from the Olympic sport of Greece d.wm. is a history somewhat paramet to this. When it becomes worth while for a man to go into sport because of the income there is in it, his whole relation to it is different. He then must win. shows exceptionable ability as pitcher in a

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It is all right for a man to play professional baseball, but it is all wrong for him thereafter to assert that he is an amateur. The object of athletic control on this point is to separate these two classes.

The man who goes into athletics for the fun of it will speedily be left so far behind by the man whose livelihood depends upon it in the great number of cases that the game will be left entirely to those who make it their business. The amateur is the man who pursues sport for its own sake and who secures from it no financial return whatever, either directly or indirectly: the professional includes all other classes. Professional athletics is perfectly legitimate and good as a spectacle, but it ruins amateur athletics when the two come in contact. Hence they must be kept absolutely separate. must be kept absolutely separate

To the Editor of The Stn-Sir: From all the expanding and developing parts of the world comes the call, "People wanted." ada wants people to work as farm laborers, general laborers, navvies for railroad corstruction, mechanics, especially in the build-ing trades, and female servants for town and country: Australia wants farm laborers and female servants: New Zealand wants railway navvies and farm laborers; Cape Town, Cape Colony, British South Africa, wants coach smiths, coach trimmers, coach painters, coopers, hairdressers, lead glaziers, pottery workers, printers' cutters and wheel-

wrights, and so on. The United States wants all these workers and many more, many hundreds of thousands more. How easily we absorbed the 1,025,000 newcomers last year, and the 22,000,000 who arrived in the prior years of our nation; while our need is increasing faster than the supply, even though they are passing through our gates at Ellis Island at the rate of 5,624 a day. Absorbing more workers creates more work for those who arrived before. They have to be fed clothed warmed, lighted and housed.

All their wants create work.

The West and the Pacific Coast are crying for workers: the South, our active, vigorous, money making new South, is crying for workers: almost every factory is crying for workers: enterprise after enterprise is crying for workers: all America is crying for workers. American energy, ingenuity and capital opens new avenues of work daily.

Welcome, then, this week, are the Celtio with its 2,393; the Gneisenau, with its 2,000; the its 2,303; the Gneisenau, with its 2,000; the Carpathia, with its 2,148; the Bluecher, with its 1,840; the Citta di Genova, with its 1,251; the Equita, with its 1,231; the I.a Bretagne, with its 1,154; the Prinz Oskar, with its 1,104; the Moltke, with its 1,144; the Francesca, with its 1,182; the United States, with its 1,180; the Paul, with its 844; the Campania, with its 1,180; the Paul, with its 844; the Campania, with its 1,180; the Paul, with its 844; the Campania, with its 1,180; the Paul, with its 1,180; the Paul, with its 1,180; the Calling with it 951; the Umbria, with its 765, and the Columbia, with its 755. Welcome also will be all

the others yet to come.

The day on which the United States begins to decline to receive immigrants, except for good cause, will be the day on which the Unifed States, as a nation, begins to decline, WALTER J. BALLARD.

SCHENECTADY, April 19.

Committee to Manage Power Boat Cruise. President J. Norris Oliphant of the American Power Boat Association has appointed That College and Sport Should Not Conflict. as a committee to take charge of the annual can rower loss committee to take charge of the annual cruise Charles W. Lee of the Manhasset Bay Yacht Club, F. A. Hill of the Norwalk Yacht Club and J. H. McIntoah of the Columbia Yacht Club. This cruise will probably be held some time in July and will be confined to the waters of Long Island Sound. Last year the cruise started at Hudson, N. Y., and the route lay up the Hudson River to Albany, through the Frie Canal to Syracuse, then through the Oswego Canal to Lake Ontario, across the lake to the St. Lawrence River and down the river to Chippewa Bay. Many of the boats returned to New York by way of Lake Champlain Canal, thence to Albany and down the Hudson. It is expected that this year the cruise will be even a bigger success than last year.

#### Handicap of a Nobleman.

TO THE EDITOR OF THE SUN-Sit: That letter from "R. H. T." in yesterday's Sun has made me feel TO THE EDITION OF THE SUN-SIT. Institute from "R. H. T." in yesterday's Sun has made me feel so happy! I never have had any use for noblemen, anyhow; and still less for American helresses that pursue them. But that is not exactly the point The thing is that, on "R. H. T.'s" irresulable show the still results and the still results have the sun that th

ing, a nobleman cannot be a gentleman. See for yourself. None but a man whose obligations are self-im-None but a man whose obligations are self-imposed can be a gentleman; a nobleman's obligations are included to the most of they have flaunted to every breeze for centuries past; therefore, a nobleman cannot

CITY REAL ESTATE.

To see these houses unless prepared for her demand to purchase. She has dreamed for them for years.

The Only Semi-detached ONE-FAMILY brick houses in Brooklyn.

The builder's chief object is to supply the demand of those ambitious to live ALONE, and free from

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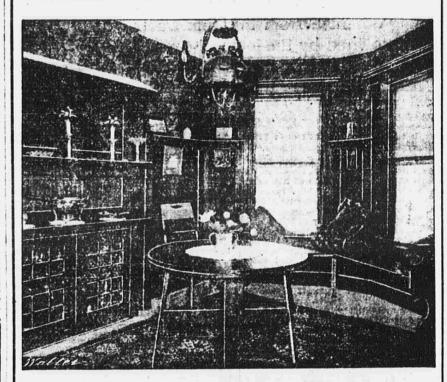
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